

Remarks:

This amendment is submitted in an earnest effort to advance this case to issue without delay.

The priority papers were filed with the original application papers and their receipt was acknowledged in the above-mentioned Examiner's Action. The undersigned hereby reiterates the priority claim made in the earlier-filed Declaration.

The specification has been amended to eliminate some minor obvious errors. It is not really clear whether or not the handwritten amendments that were part of the originally filed text were an official part of the record, so the amendments to the Specification are being made to enter them, where appropriate, and to make other minor changes to clear up minor errors. No new matter whatsoever has been added.

The objection to the drawing has been overcome by eliminating the antenna from the claims, and only claiming the illustrated antenna-connector pad 8.

Claim 1 has been substantially amended by incorporation into it of the subject matter of several claims to define the invention with somewhat greater particularity over the art, in particular US 6,025,806 of Deininger. More particularly, as shown

in FIGS. 1, 1A, and 2, amended claim 1 describes an antenna-connector assembly for an automotive vehicle having a vehicle body 15 and a panel 16 provided with an antenna-connector pad 8, said assembly comprising:

- an antenna signal-processing unit 7 mounted on said vehicle body 15 remote from the pad 8;

- a dielectric adapter support 5 mountable on said vehicle body 15 facing and spaced from the pad 8;

- a conductive plate 10 on the support 5 facing and spaced from the pad 8;

- at least one elastically yieldable contacting element 3 carried on the plate 10;

- fastener means 6 for securing the support 5 on the vehicle body 15 with the contacting element 3 pressed outward against the pad 8 and inward against the plate 10; and

- at least one flexible lead 2 electrically connecting the plate 10 with said unit 7.

This claimed structure is extremely handy in that it can be mounted on the vehicle body with the contacting element forming a connection between the conductor pad and the plate that in turn is connected to the connector lead.

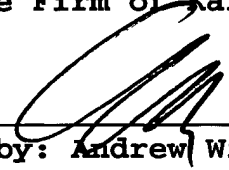
In Deininger the contacting element 4 is an integral part of a conductive arm 3 that is itself part of the signal processor. There is no separate conductive plate, and no flexible lead. Thus

this arrangement has a substantially different structure from what is now claimed, and has to be custom-made for each different windshield or vehicle. The structure is different so a §102 rejection is impossible, and there is no suggestion to provide a separate contacting element and flexible lead, so a §103 rejection is also out of the question.

For these reasons the claims are in condition for allowance. Notice to that effect is earnestly solicited.

If only minor problems that could be corrected by means of a telephone conference stand in the way of allowance of this case, the examiner is invited to call the undersigned to make the necessary corrections.

Respectfully submitted,  
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Enclosure: Request for extension (three months)